

S Shiloh Road
388.1 Interchange
T6eis Project, IR 90-
93-01-F 8(114)443,
1993 Yellowstone
County, Montana

FHWA-MT-EIS-93-01-F

SHILOH ROAD INTERCHANGE

IR 90-8(114)443

YELLOWSTONE COUNTY, MONTANA

**ATTACHMENT TO THE DRAFT ENVIRONMENTAL IMPACT
STATEMENT (TO CONSTITUTE THE FINAL EIS)**

U.S. Department of Transportation
Federal Highway Administration

and

State of Montana
Department of Transportation

MONTANA STATE LIBRARY
S 388.1 T6eis93-01-F 1993 c.1
Shiloh Road Interchange Project, IR 90-8



3 0864 00085916 8

103
80
FHWA-MT-EIS-93-01-F

SHILOH ROAD INTERCHANGE PROJECT

IR 90-8(114)443

YELLOWSTONE COUNTY, MONTANA

ATTACHMENT TO THE DRAFT
ENVIRONMENTAL IMPACT STATEMENT
(TO CONSTITUTE THE FINAL ENVIRONMENTAL IMPACT STATEMENT)

SUBMITTED PURSUANT TO 42 U.S.C. 4332(2)(c)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
AND
STATE OF MONTANA
DEPARTMENT OF TRANSPORTATION

3-8-93
DATE OF APPROVAL

Gordon L. Larson
FOR MDT

06/15/93
DATE OF APPROVAL

Gordon L. Larson
FOR FHWA



Digitized by the Internet Archive
in 2012 with funding from
Montana State Library

<http://archive.org/details/shilohroadinter6868mont>

ABSTRACT

This attachment to the Draft Environmental Impact Statement has been prepared in accordance with 40 CFR 1503.4(c) of the Council on Environmental Quality Regulation.

This document includes:

- Errata sheets making necessary corrections to the Draft EIS.
- Identification of the preferred alternative and a discussion of the reasons why it was selected.
- Mitigation measures for the preferred alternative.
- A summary of the location and design public hearing.
- Copies of comments received from circulation of the Draft EIS and responses thereto.

This document, combined with the Draft EIS, shall constitute the Final EIS.

ADDITIONAL INFORMATION

The following persons may be contacted for additional information concerning this document:

Dale W. Paulson,
Environment and Project
Development Engineer
Federal Highway Administration
301 South Park Street
Drawer 10056
Helena, MT 59601
(406) 449-5305

David S. Johnson, P.E.
Preconstruction Engineer
Montana Department of Transportation
2701 Prospect Avenue
Helena, MT 59620
(406) 444-6242

COMMENTS

Comments on this Final EIS are due by September 1, 1993 and should be sent to David S. Johnson, P.E. at the above address.

I. INTRODUCTION

Changes needed to the Draft Environmental Impact Statement (Draft EIS) as a result of comments received following circulation of the document and the location and design public hearing are minor and consist of factual corrections. This Abbreviated Version of the Final EIS has been prepared in accordance with Council on Environmental Quality Regulations (40 CFR 1503.4(c)) and FHWA Technical Advisory T6640.8A. This document has been prepared as an attachment to the Draft EIS. Combined with the Draft EIS, this document constitutes the Final EIS.

Only this attachment is being provided to those who received a copy of the Draft EIS. Those who have disposed of their copy of the Draft EIS and require an additional copy may contact:

David S. Johnson, P.E.
Preconstruction Engineer
Montana Department of Transportation
2701 Prospect Avenue
Helena, MT 59620
(406) 444-6242

Both this attachment and the Draft EIS have been filed with the Environmental Protection Agency under a single Final EIS cover sheet.

II. ERRATA SHEETS

The following corrections should be made to the Draft EIS.

<u>Page No.</u>	<u>Correction</u>
24	Revise the first sentence in the first paragraph to read "South Billings Boulevard Interchange is currently under construction with completion expected during the summer of 1993."
	Revise the first sentence in the second paragraph to read "West Billings Interchange Phase I has been designed and is scheduled for contract letting in the Spring 1993."
41	Delete the first full sentence on the page "Improvements are expected to be implemented in 1991." The improvements have been planned but due to their relative priority as compared to other projects, funding for these improvements is not available.
73	The first sentence should be revised to read "Other than the relocated Frontage Road, Alternative D would not connect with any roadways south of I-90."
75	Delete the third paragraph.
	Replace Table 2-2 with the following table. The revised table combines the Local and FHWA categories identified in the Draft EIS. A computational error relating to retaining wall quantities for

Alternatives B and C has been corrected. This adjustment has resulted in a decrease in the estimated cost of Alternative B (- \$628,800) and an increase in the estimated cost of Alternative C (+\$254,800). The estimated cost of Alternative D remains unchanged.

Estimated Costs of Build Alternatives
(1991 Dollars)

<u>Item</u>	<u>Alternative B</u>	<u>Alternative C</u>	<u>Alternative D</u>
Construction	\$10,987,700	\$10,945,500	\$10,425,400
Right-of-Way	\$ 523,700	\$ 658,600	\$ 493,400
Utility Relocation	<u>\$ 442,400</u>	<u>\$ 417,660</u>	<u>\$ 472,380</u>
TOTAL COST	\$11,953,800	\$12,021,760	\$11,391,180

76 Add the following as the last paragraph in the Estimated Costs of Alternatives Section.

"The intent of "demonstration" funds is to construct a functioning facility. Roadway segments considered eligible include all four ramps, the crossroad, and the reconstruction of the Frontage Road. The funding does not include connections to other street segments such as Wise Lane, Hesper Road or Gabel Road."

83 Table 2-5, Item 4. Change the Estimated Cost (Millions \$) for Alternatives B and C as follows:

Alternative B	11.95
Alternative C	12.02

<u>Page</u>	<u>Correction</u>
84	Second paragraph. Change estimated costs for Alternatives B and C as follows:
	Alternative B \$11,953,800
	Alternative C \$12,021,760
107	Clarification to the Air Quality impacts discussion is needed. The Montana Department of Health and Environmental Sciences - Air Quality Bureau has provided comments on the Draft EIS (see Appendix). The corrections made to the text are to incorporate their comments.
107	Replace the first and second paragraphs on page 107 of the Draft EIS with the following:
	<p>"In 1977, Billings was designated by the EPA as non-attainment for CO. The official non-attainment area is the 1978 city limits of Billings plus a small surrounding area. An attainment plan was developed, approved by the EPA and completed in 1984. Data was collected following completion of the improvements that were made as part of the attainment plan. Although the data showed compliance with the standards, data collection was determined to be insufficient by the EPA. Because of the insufficient data, the 1987 attainment request was denied and additional monitoring was required. Continuous monitoring in 1988, 1989 and 1990 has shown Billings to be in compliance with the CO standard."</p>

"A short-term monitoring program has studied CO concentrations in the central business district (CBD) and the 24th Street West area to determine if the current continuous monitoring site is the highest emission area of Billings. The results of this short-term monitoring program were inconclusive, therefore, CO will be monitored in either the CBD, the 24th Street West area or both during the ten year maintenance period."

"On March 3, 1978 Billings was designated as a non-attainment area for TSP. The PM-10 standard which replaced the TSP standard took effect on July 31, 1987. Based on the 1985, 1986 TSP data and the EPA screening test method, Billings is considered to be in attainment with the PM-10 standard."

140 The third paragraph discusses a proposed land use study. This Shiloh Road Corridor Study has been completed in preliminary draft form and is under review at the county level.

151 Add the following sentence to the end of the first paragraph:

"A conformity determination provided by the Montana Department of Health and Environmental Sciences - Air Quality Bureau indicates a 15% reduction in automotive CO should the interchange be constructed."

<u>Page</u>	<u>Correction</u>
151	Replace the second paragraph with the following: "A carbon monoxide emission inventory indicates a 46% reduction for CO in Billings by the year 2000. This predicted reduction is due to federal tailpipe emission standards and motor vehicle turnover. Vehicle miles traveled (VMT) will continue to increase even with the "No-Build" alternative. CO emissions from the predicted 12.6% increase in VMT from 1995-2000 should be offset by motor vehicle turnover."
156	Add the following as the second paragraph under <u>A. Mitigations</u> . "Other noise abatement measures to mitigate noise impacts have been considered. These measures could include traffic management measures (to reduce speeds or restrict certain vehicles), adjustment of horizontal and vertical alignments, and acquisition of additional property for a buffer zone. It is not considered reasonable to attempt to restrict traffic flow on a facility while the goal of the project is to improve traffic flow and access. Horizontal and vertical alignments are fixed to provide the required clearance over the MRL railroad and required roadway separation distances for traffic operations. Acquisition of additional property for a buffer zone is not considered reasonable due to the undeveloped character of the area."

Page

Correction

159

Add the following as the fifth item under Permits.

"● A stormwater discharge permit is required for construction activities disturbing more than five acres. The Montana Department of Health and Environmental Sciences - Water Quality Bureau is the state agency responsible for stormwater permits."

173

Add the following to the second paragraph.

"Based on input received during the scoping process, construction noise impacts have not been identified as a concern. If construction noise was determined to be a major concern, a special provision could be added to the contract documents to limit working hours."

III. PREFERRED ALTERNATIVE

Alternative D, shown on the attached figure, has been identified as the preferred alternative because it does the best job in satisfying the purpose and need for the project while minimizing environmental impacts. Alternative D has been identified as the preferred alternative considering all the data collected; studies completed; and public and agency comment received. Specific reasons include:

- The purpose and need for the project is to improve access to the western portion of the Billings urban area. Traffic studies completed for the "Build" alternatives indicate that Alternative D provides the best access to the western study area. Travel time savings and the corresponding energy savings are greater for Alternative D compared to the other alternatives.
- Traffic volumes at the West Billings Interchange, approximately 2.5 miles east of the project area, are exceeding the capacity of the facility. An interchange at the Alternative D location, particularly with its ability to make a future connection to Gabel Road, would have a substantial mitigating effect on King Avenue West capacity problems.
- Air quality, specifically carbon monoxide levels, in the 24th Street West area have been a concern in recent years. Alternative D provides the best access to this area and will therefore have the greatest beneficial impact on air quality.

STATE	PROJECT NO.	HEET
MONTANA	IR 90-8(114)443	



- The future extension of Gabel Road from 32nd Street West to the Shiloh Road interchange would provide alternative access to the King Avenue West and 24th Street West area. This improved access is important to reduce traffic congestion and improve air quality. Alternative D provides for the most direct and efficient connection for the future extension of Gabel Road.
- Alternative D is located furthest from developed residential areas and will therefore have the least impact on those areas.
- Alternative D is located furthest from Canyon Creek School and will therefore have the least impact on the school. Substantial opposition to an interchange adjacent to the school location was noted during the scoping process.
- A substantial portion of property adjacent to the Alternative D site is currently zoned controlled industrial. This zoning is compatible with development anticipated following completion of the project.
- Alternative D is the location supported by local governments, community development groups and local businesses including: City of Billings, Yellowstone County Board of Planning, Yellowstone County Commissioners, Billings Technical Advisory Committee, Montana Trade Port Authority, Billings Area Chamber of Commerce, Billings Nursery and ZooMontana.
- Alternative D connects with Shiloh Road to the north of existing curves and intersections. This connection provides a more direct and efficient link with the Billings urban street system.

- The existing Shiloh Road overpass will be maintained in place providing an alternate route for local traffic. This alternate route would not be available if Alternative C were implemented.
- Due to the location of existing roadways, construction traffic control for Alternative D will be less complicated than for Alternative C.
- Alternative D would have no floodplain impacts. Alternative C would require three new bridge structures over Canyon Creek and require coordination for floodplain permits.
- Alternative D has the least impacts to existing businesses and residences requiring the least number of relocations. Right-of-way costs are less for Alternative D compared to the other build alternatives.
- Total estimated cost to construct an interchange at the Alternative D location is less than the other "Build" alternatives.

IV. MITIGATION MEASURES

The following mitigation measures have been identified for construction of an interchange at the Alternative D location:

- Probable adverse economic impacts would result from the relocation or restriction of access to any business including the loss of agricultural productivity. Mitigation measures include compensation of eligible property owners for the fair market value of their property and compensation to move business property to a new location. Compensation for agricultural land would consider lost earnings resulting from reduced productivity. Access to businesses and residences would be maintained although delays would be expected.
- Land use impacts would be mitigated by existing and proposed county policies and regulations. The Yellowstone Board of County Commissioners has initiated a land use study and attendant land use regulations around the interchange site to ensure that future development is consistent with the comprehensive plan and of good quality. The preliminary Draft Shiloh Road Corridor Study has been prepared and is under review at the county level. While MDT has no authority to enforce county policies and regulations, implementation would help mitigate land use impacts.

- Construction of an interchange at the Alternative D location would result in one residential relocation. Relocation assistance provided in accordance with the Uniform Relocation Assistance and Real Property Act of 1970, as amended, would mitigate impacts due to relocations.
- Noise impacts associated with Alternative D have been identified in the Draft EIS. Mitigation of noise impacts is typically achieved through construction of noise barriers, however, at the impacted sites noise barriers would have to accommodate access requiring openings in the barriers. Noise barriers are not considered practicable due to these openings which severely limit their effectiveness. Other mitigation measures including traffic management measures, alignment adjustments, and implementation of a buffer zone are not considered practical.

Mitigation of noise impacts consists of planning to prevent future impacts. Future impacts can be avoided by controlling development of land use adjacent to the interchange to ensure that future development maintains the balance of increased noise levels with planned land use. The proposed mitigation is consistent with the Yellowstone Board of County Commissioners recommendation to undertake a special project for land use in the vicinity of the future interchange.

- Construction impacts would include unavoidable short-term impacts to air quality and water quality. These impacts would be mitigated through the use of proper construction practices as defined in the Montana Department of Transportation's Standard Specifications for Road and Bridge Construction. Air quality permits from the State Air Quality Bureau would be required for asphalt plants and crushers. Dust would be controlled by watering or other acceptable methods. Construction related erosion would be controlled and slopes revegetated as soon as practical. Contractors would be required to construct irrigation facilities during the non-irrigating season or to provide temporary facilities acceptable to the water users.

V. COMMENTS AND COORDINATION

The Draft EIS was approved for circulation on May 29, 1992.

A Location and Design Public Hearing was held on August 12, 1992 at the Career Center auditorium in Billings. A summary of the hearing is included in the Appendix.

Comments on the Draft EIS and Public Hearing were received through the comment period (ending August 24, 1992). Copies of comments received together with responses are included in the Appendix.

VI. FINAL EIS CIRCULATION LIST

LIST OF AGENCIES, ORGANIZATIONS, AND PERSONS TO WHOM COPIES OF THE EIS ARE SENT

FEDERAL OFFICES

Department of the Army Omaha District Corps of Engineers Attn: Mr. Richard D. Gorton, Chief Environmental Analysis Branch 215 North 17th Street Omaha, NE 68102	Bureau of Reclamation Project Manager Montana Projects Office P.O. Box 30137 Billings, MT 59107-0137	U.S. Fish & Wildlife Service (ES) 1501 - 14th Street West Suite 230 Billings, MT 59102
U.S. Department of Agriculture Soil Conservation Service Montana State Office Federal Building, Room 443 10 East Bebbcock Street Bozeman, MT 59715	U.S. Department of the Interior Chief, Environmental Impacts Assessment Program U.S. Geological Survey, MS-760 423 National Center Reston, VA 22092	Director, Federal Agency Liaison Division Office of Federal Activities EPA Environmental Review Coordinator Washington, D.C. 20460
Federal Emergency Management Agency Region VIII Denver Federal Center Building 710 Denver, CO 80225	U.S. Department of the Interior Office of Environmental Affairs Building 56, Room 1018 P.O. Box 25007 (D-108) Denver, CO 80225-0007	U.S. Department of Agriculture Soil Conservation Service Billings Field Office Building A, Suite 7 1629 Avenue D Billings, MT 59102
Federal Housing Administration Office of the Director Housing and Urban Development Federal Office Building 301 South Park, Denver 80095 Helene, MT 59626	U.S. EPA Montana Office Attn: EIS Review 301 South Park, Drawer 10096 Helene, MT 59626	U.S. Postmaster U.S. Post Office Leural, MT 59807
Federal Communications Commission Field Operations Bureau Seattle Field Office One Newport, Room 414 3605 132nd Avenue SE Ballavue, WA 98006	E.P.A. Region 8 Environmental Review Coordinator One Denver Place 949 - 18th Street Denver, CO 80202-2405	
U.S. Department of the Interior Director, Office of Environmental Affairs 1849 C Street N.W. Washington, D.C. 20240-0001	U.S. Department of the Interior U.S. Geological Survey Water Resources Division Room 428, Federal Building 301 South Park, Drawer 10076 Helana, MT 59626	
Federal Railroad Administration Office of Economic Analysis (RRP-32) 400 Seventh Street S.W. Washington, D.C. 20590	U.S. Department of Transportation Federal Highway Administration 301 South Park, Drawer 10056 Helene, MT 59626	
U.S. Postmaster U.S. Post Office Billings, MT 59101	U.S. Fish & Wildlife Service Montana Office Enhancement Division Mr. Kampar McMaster, Field Supervisor Federal Building, 301 South Park Helana, MT 59626	

STATE OFFICES

Citizens' Advocate Office
Capitol Building
Helena, MT 59620

Department of Commerce
Attn: Admin. Trans. Div.
1424 - 9th Avenue
Helena, MT 59620

Department of Fish, Wildlife
& Parks
Stream Protection Coordinator
1420 East 6th Avenue
Helena, MT 59620

Department of Health &
Environmental Sciences
Solid & Hazardous Waste Bureau
836 Front Street
Helena, MT 59620

Department of Health &
Environmental Sciences
Air Quality Bureau
Cogswell Building
Helena, MT 59620

Department of Health &
Environmental Sciences
Water Quality Bureau
Cogswell Building
Helena, MT 59620

Department of Natural Resources
& Conservation
Office of the Director
1520 East 6th
Helena, MT 59620

Department of Transportation
Aeronautics Division
P.O. Box 5178
Helena, MT 59620

Environmental Quality Council
Office of the Director
Capitol Post Office
P.O. Box 215
Helena, MT 59620

Governor's Office
ATTN: Debbie Davis
Capitol, Room 221
Helena, MT 59620

Montana Historical Society
State Historic Preservation Officer
225 North Roberts Street
Helena, MT 59620

Montana Department of Education
Montana State Library
1515 East Sixth Avenue
Helena, MT 59620

Montana State University
Institute of Applied Research
Bozeman, MT 59715

State Clearinghouse
Lieutenant Governor's Office
Capitol Building
Helena, MT 59620

State Soil Conservation Service
10 East Babcock Street, Room 443
Federal Building
Bozeman, MT 59715

University of Montana
Environmental Library
758 Eddy Avenue
Missoula, MT 59801

LOCAL AGENCIES & SPECIAL INTERESTS

American Wilderness Alliance
C.R. Merritt, Executive Director
746 Sawyer Lane
Hamilton, MT 59604

Honorable Richard Larson
P.O. Box 1178
Billings, MT 59103

Billings Chamber of Commerce
P.O. Box 2519
Billings, MT 59103

Elem. & H.S. District #4
Attn: Chip Stoecker, Chairman
3139 Duck Creek Road
Billings, MT 59101

Billings Elem. & H.S. Dist. #2
101 10th Street West
Billings, MT 59102

Honorable Bob Gauthier
P.O. Box 10
Laurel, MT 59044
cc: Councilman Bob Graham

Honorable Max Baucus
United States Senate
2817 - 2nd Avenue North
Billings, Mt 59101

Representative Jerry L. Driscoll
4344 Stone Street
Billings, MT 59101

Montana Chamber of Commerce
P.O. Box 1730
Helena, MT 59624

Montana Automobile Association
P.O. Box 4129
Helena, MT 59604

Montana Motor Carriers Association
P.O. Box 1714
Helena, MT 59624

Sierra Club
Billings - Yellowstone Basin Group
c/o Sally Hammond
2935 Rimview Road
Billings, MT 59102

Yellowstone County Planning Board
510 North Broadway
Attn: Scott Walker
Billings, MT 59101

Yellowstone County Commission
Yellowstone County Courthouse
Billings, MT 59101

Representative Arlene Becker
1440 Lewis Avenue
Billings, MT 69102

Senator Chet Blaylock
502 3rd Avenue
Laurel, MT 59044

Representative Jim Southworth
1512 Doway Road
Laurel, MT 59044

Montana Wildlife Federation
P.O. Box 6537
Bozeman, MT 59715

Yellowstone County Extension
Office
Yellowstone County Courthouse
Room 202
Billings, MT 59101

Yellowstone County Conservation
District
1629 Avenue D
Building A, Suite 7
Billings, MT 59102

Montana Power Company
40 East Broadway
Butte, MT 59701

Montana Rail Link
Attn: Chief Engineer
201 International Way
Missoula, MT 59807

U.S. West Communications
Attn: Manager, Highways
P.O. Box 1716
Helena, MT 59601

Murray Ehlers
3091 Lyons Lane
Billings, MT 59102

Senator Thomas E. Towe
P.O. Box 30457
Billings, MT 59107

Jay Simpson
Crow Tribal Sub-office
2024 3rd Avenue North
Billings, MT 59101

Wanda Pond
Billings American Indian Council
P.O. Box 853
Billings, MT 59101

LANDOWNERS & INTERESTED PARTIES

Deen & Dorothy Akin 2218 South 45th Street West Billings, MT 59106	Ralph Brewington P.O. Box 96 Broadview, MT 59015	Riley O. Cooke 4745 Hesper Billings, MT 59106
Cethy B. Allen 8807 Susanna Drive Billings, MT 59101	Dele & Patricia Brown 5439 Denford Road Billings, MT 59106	Don Crilly 6301 Denford Road Billings, MT 59106
Kathy & Goodie Anderson 5421 Danford Billings, MT 59106	Richerd K. Brown 1011 Vele Avenue Billings, MT 59102	Kethleen Ann Crosser & Hezel M. Zenoni 2941 Weverly Billings, MT 59102
Earl L. Armstrong 2342 45th Street West Billings, MT 59106	Steven R. Brown 4626 Hervest Lene Billings, MT 59106	Jenet Davis 3405 Sequoie #8 Billings, MT 59102
Terry Ashcroft 2405 Goodmen Lane Billings, MT 59101	Allen Broyles 3217 Fairmeadow Drive Billings, MT 59102	Bob & Laurie Degele 3130 54th Street West Billings, MT 59106
Ronnie Beard 1905 Burnstead C-3 Billings, MT 59101	Benne P. Burts P.O. Box 12 Broedview, MT 59015	Fred & Peule Deigert 806 Poly Drive Billings, MT 59102
Bud Bartz 3945 Estate Piece Billings, MT 59102	William M. & Colleen N. Centrell 3534 Duck Creek Road Billings, MT 59101	Judy Deines 2272 40 Street S.W. Billings, MT 59106
Robert J. Bernherdt 1915 South 48th Street West Billings, MT 59106	Cherles Ceron 1912 Wyoming Billings, MT 59102	Merk & Grece DeLong 4416 Hervest Lane Billings, MT 59106
Billings Nursery (see Marble)	Louise E. Cerrier 9222 South Frontage Road Billings, MT 59101	Mee Dempster 3008 54th Street SW Billings, MT 59106
Joe Billmen 9003 Keutzmen Billings, MT 59101	Joe H. Cheuvin P.O. Box 20834 Billings, MT 59104	Leo M. Doll 3729 Mellerd Billings, MT 59101
Kenneth Billman 9047 Kautzman Billings, MT 59101	John & Selly Clegue 8952 Susenna Drive Billings, MT 59101	Merion Dozier 3923 Third Avenue S. Billings, MT 59101
Al Bishop 2713 Downer Lane Billings, MT 59102	Douglas M. Clerk Route 1, Box 2613 Laurel, MT 59044	David Drifka 3055 South 53rd Street West Billings, MT 59106
David Bleir 4666 Harvest Lene Billings, MT 59106	Lyndon & JoAnn C. Coburn 1524 South 56th Street West Billings, MT 59106	Petricie Drifka 3045 South 53rd Street West Billings, MT 59106
Mertha Bowman 5611 Lazy Lane Billings, MT 59106	Oscar O. Cook 3100 Harrow Drive Billings, MT 59102	Paul DuCharme Lendmark Realtors 300 North 25th Street #107 Billings, MT 59101
Cerol & Tom Bradford 4651 Harvest Lane Billings, MT 59106	Maren Cooke 3301 1st Avenue West Billings, MT 59102	

Douglas Duff 343 Westchester Square South Billings, MT 59105	Jerry & Margorie Frickle 4837 Denford Drive Billings, MT 59106	Erme Herghton 5304 Leith Drive Billings, MT 59105
Dudley & Merlys Duff 903 25th Street West Billings, MT 59102	Charles & Joen Fritz 8912 Susanna Drive Billings, MT 59101	Fred & Hazel Hertnett P.O. Box 2433 Casper, WY 82602
D. M. Edward 9234 Laurel South Frontage Road Billings, MT 59106	Steve Frost P.O. Box 28 Billings, MT 59103	Keith & Denise Hessel 8823 Suseenne Drive Billings, MT 59101
Grace Edwards 140 South Crestwood Drive Billings, MT 59102	Everett & Pamela Gabel 2530 Goodman Road Billings, MT 59101	Vern Heugse 4505 Hervest Lane Billings, MT 59106
Elk River Concrete Products of Montene P.O. Box 1180 Helene, MT 59624	Mr. & Mrs. Floyd Gebel 2410 Goodman Road Billings, MT 59101	Robert Heyes 4698 Harvest Lane Billings, MT 59106
Rene Erhardt 9120 Keutzman Billings, MT 59101	Eugene E. & Shirley M. Gelovic 2324 South 48th Street West Billings, MT 59106	Mildred Hefenieder 3534 Duck Creek Road Route 9 Billings, MT 59101
Steven D. Erickson, D.M.D 1537 Avenue D Billings, MT 59102	Threse Goodman 7631 Fritz Road Leurel, MT 59044	Bruce Henderson P.O. Box 132 Columbus, MT 59019
Jim Espy 1224 South 48th Street West Billings, MT 59106	Joe & Georgie Gremm 3630 Mellerd Drive Billings, MT 59101	Ann Hendricks 3625 Jersey Lane Billings, MT 59101
Chermeine R. Fisher 509 Avenue E Billings, MT 59102	Larry Griffin 4694 Hervest Lene Billings, MT 59106	Mr. Stuart Henkel 2810 South Gregory Drive Billings, MT 59102
Marilyn Floberg Floberg Realtors 1500 Poly Drive Billings, MT 59101	John M. & Betty L. Grinstiner 9222 South Frontage Road Billings, MT 59101	Charles J. Heringer 2524 Emerson Place, ZooMontana Billings, MT 59102
Francis Flynn 520 Avenue D Billings, MT 59101	Lester S. Hell 3918 Temple Place Billings, MT 59102	J. R. Hickey 3224 Wise Lene Billings, MT 59101
Flynn Co. Inc. 2302 South 40th Street West Billings, MT 59106	Hancock Properties Attn: Rich Stewart P.O. Box 1555 Billings, MT 59103	Ron Himmelsbach 8941 Keutzman Road Billings, MT 59101
Barb Foote 5340 Leith Drive Billings, MT 59105	Pet Henley 3110 Brayton Street Billings, MT 59102	John & Bonnie Jeres 8725 Story Road Billings, MT 59101
Kenneth & Colleen Foreman 4209 Autumn Lane Billings, MT 59106	Ron Herekel 2016 Interlachen Drive Billings, MT 59105	Mary Jeffers 9021 Kautzman Billings, MT 59101
Paul M. Foster 3022 Ramade Billings, MT 59102	Robert Hardgrove 2318 Lyman Avenue Billings, MT 59102	Clifford E. Johnson 5103 Denford Drive Billings, MT 59106

Willis B. & Ethel J. Jones 2212 South 48th Street West Billings, MT 59106	LeRoy LeFurge 3950 South Teneger Lane Billings, MT 59102	Richard C. Merble 4665 Hervest Lane Billings, MT 59106
Arlen & Yvonne Kammerzell 8907 Susanne Drive Billings, MT 59101	Dick Lerson 1733 Perkhill Billings, MT 59101	Robert E. & JoAnne W. Merble Billings Nursery 7900 Laurel South Frontage Road Billings, MT 59101
Richard Keppel 236 Birchwood Road Billings, MT 59102	Andy Leszlo 3511 64th Street S.W. Billings, MT 59106	Mervin & Leslie Merin 5427 Denford Road Billings, MT 59106
Teene Kennedy 4662 Hervest Billings, MT 59101	Peulette Leszlo P.O. Box 20952 Billings, MT 59104	Robert Mervin 608 Perk Lane Billings, MT 59102
C. V. & E. J. Ketterling 4135 Neibeuer Road Billings, MT 59106	B. J. & Derlene M. Lawrence 3412 Duck Creek Road Billings, MT 59101	Mike Methew P.O. Box 35000 Billings, MT 59107
Thomas & Donna G. Kilpatrick 814 First Avenue Laurel, MT 59044	Rod & Teri Lee 2813 51st Street West Billings, MT 59106	George P. & Lorraine Metz Route 4 224 South 40th Street West Billings, MT 59106
Meggi King 3224 Country Club Circle Billings, MT 59102	Jim Leeming P.O. Box 29 Roscoe, MT 59071	Richard & Lois McBride 4671 Hervest Lane Billings, MT 59106
William S. King 633 O'Malley Drive Billings, MT 59102	Robert A. Lenherdt 4345 King Avenue Billings, MT 59106	Rose McClure 3619 Mollard Drive Billings, MT 59101
Donna A. Kirkness 4457 Neibeuer Road Billings, MT 59102	Robert C. & Shirley Lester 2224 Duck Creek Road Billings, MT 59101	D.E. McDermott 2110 100th Avenue North Billings, MT 59101
H. J. Koppelman 609 Fifth Avenue Leurel, MT 59044	Mercie Cooke Limppe Route 9, Wise Lane Billings, MT 59101	D. W. & Barbara McGregor 3781 Heritage Billings, MT 59102
Colin & Rite Knuteon 2241 South 48th Street West Billings, MT 59106	Howard & Lorreine Lorenz 4110 Rimrock Road Billings, MT 59106	Tom McKerlick 43 Shadow Heights Billings, MT 59105
Pen Kraft 2225 South 45th Street West Billings, MT 59106	Helen L. Love 8931 Kautzman Road Billings, MT 59101	Lorie Mettes 2646 Yellowstone Avenue Billings, MT 59102
Robert E. Kreft 3619 Yerd Office Road Laurel, MT 59044	Doug Lovely 490 North 31st St. Suite 112 Billings, MT 59101	Irenne Mikelson P.O. Box 1896 Billings, MT 59107
John H. & Alice M. Kuher 3020 West 54th Street Billings, MT 59105	Bill Lowe 3010 Shady Lane Billings, MT 59102	Mr. & Mrs. Carl L. Miller 451 Sahara Drive Billings, MT 59105
Allen R. Kuyett c/o Leonard A. & Merjeen L. Devis 3546 Duck Creek Road Billings, MT 59101	Buford N. Madsen 3706 Duck Creek Road Billings, MT 59101	Ken Miller Leurel, MT 59044

Norm & Lucille Mills 1908 - 9th Street West Billings, MT 59101	Shane Patterson 7000 Whitehall Lane Billings, MT 59101	Rimrock Foundation David W. Cunningham 1231 No. 29th P.O. Box 30374 Billings, MT 59106
Montana Tradeport Authority Attn: George Selover, Chairman P.O. Box 7132 401 North 31st Street, Room 550 Billings, MT 59103	Francis & Lola Payer 2929 South 53rd West Billings, MT 59105	Wes Robbie 2106 South 48th Street West Billings, MT 59106
George Mungas 3942 Tanager Lane Billings, MT 59102	Donald & Judy Peck P.O. Box 31072 Billings, MT 59107	Gregory A. & Karen L. Robey 8936 Susanna Drive Billings, MT 59101
Maurice J. Muth 4520 Michell Drive Billings, MT 59101	Mr. & Mrs. Harold Peterson 3720 Wise Lane Billings, MT 59101	Chuck Rodgers 626 West 13th Laurel, MT 59044
Dave & Lydia Neibauer 4546 Neibauer Road Route 4 Billings, MT 59106	Tillie Pierce 1227 Broadwater Billings, MT 59102	Roscoe Steel & Culvert Co. James P. Roscoe P.O. Box 29078 Billings, MT 59104
Kenneth Wayne Neibauer 8422 Laurel Frontage Road Billings, MT 59106	T. S. & Louise A. Pinter 2121 - 48th Street West Billings, MT 59102	Charles R. & Adaline Radio 2424 - 48th Street West Route 4 Billings, MT 59106
William A. & Elsie Neibauer 8416 Laurel Frontage Road Route 9 Billings, MT 59101	Gary & Donna Pippin 2120 Shiloh Road Billings, MT 59106	Richard C. & Lynette J. Radio 2744 - 48th Street West Route 4 Billings, MT 59106
Owen Neiter 817 Highwood Circle Billings, MT 59102	Larry R. & Jerry Porter 1910 Beledere Drive Billings, MT 59102	Walt Sackman 335 48th Street West Billings, MT 59106
Richard A. Neve c/o Wallace Henman 3554 Duck Creek Billings, MT 59102	Bob & Barbara Powelson 2706 Lewis Avenue Billings, MT 59105	Margaret Sanderson 2046 56th Street S.W. Billings, MT 59106
Ray & Joan Norton 5210 Danford Drive Billings, MT 59106	Debora Reger 2708 Palm Drive Billings, MT 59102	Robert Sanderson 6511 O'Donnell Lane Billings, MT 59106
David O'Neill 8921 Kautzman Billings, MT 59101	J. W. & Jane Reger 3139 Gregory Billings, MT 59102	William A. & Amelia Schelle 9224 Laurel South Frontage Road Route 9 Billings, MT 59101
Mrs. D. Ostermiller 5415 Rustic Avenue Billings, MT 59106	Dallas Richterich 3736 Green Acres Drive Billings, MT 59101	Loyal D. & Jane L. Schultes 3506 Duck Creek Road Billings, MT 59101
Rebecca Owens 3519 King Avenue E. Billings, MT 59101	Larry Ridle 121 19th Street West Billings, MT 59102	Robert & Kathleen Scollard 3306 Duck Creek Road Billings, MT 59101
Pat & Theresa Patterson 5415 Danford Billings, MT 59106	Tex Rieke 8646 Armadillo Road Billings, MT 59101	Norris Scott 3414 Flagstone Drive Billings, MT 59102
Dave & Nancy Rigg 4115 Wells Place Billings, MT 59106		

Roger L. & Patricie Seemans 8824 Sussenre Billings, MT 59101	Leurel Stricker 3606 Mellerd Drive Billings, MT 59101	Leona & John Whetham 4808 Danford Drive Billings, MT 59106
W. D. & Joyce M. Selleck 8715 Sussenre Billings, MT 59101	Jerry Stuart 8944 Sussenre Drive Billings, MT 59101	Lore Wiedrick Route 4 Shiloh Road Billings, MT 59106
Rendy Semeis 4140 Country Gerden Road Billings, MT 59105	Sunrise-Montene, Inc. 2070 Overland Avenue Suite 103 Billings, MT 59102	Williston Basin Interstete Pipe Company Attn: Merk J. Mekelky P.O. Box 131 Glendive, MT 59330
Dele & Merg Shefter 4335 Jeckreebit Drive Billings, MT 59106	Tamereck Properties Attn: Gregory C. McDoneld 2929 Third Avenue N., Suite 538 Billings, MT 59101	Corrine Lee Wilson Box 245, Rout 9 Billings, MT 59101
Bruce T. Simon 217 Clerk Avenue Billings, MT 59101	Technicel Equipment Company Attn: Bill Sterr P.O. Box 80085 Billings, MT 59108	Wade Wimmer 3352 Winchell Lene Billings, MT 59102
Herry T. Smart 3946 South Teneger Lane Billings, MT 59102	Jerry Thomas 2010 Pleze Drive Billings, MT 59102	Fred D. Winters 319 5th Avenue Leurel, MT 59044
Terry Smith 510 North Broadway, 4th Floor Billings, MT 59101	Coral & Nick Townsend 4217 Neibeuer Road Billings, MT 59102	John W. Wise, Sr. & Abbie R. Wise 2745 Wise Lene Route 9 Billings, MT 59101
Virginia M. Snook 2420 - 2nd Avenue North Billings, MT 59101	Richard L. Treiber 6900 Whitetail Lene Billings, MT 59101	John W. Jr. & Marilyn A. Wise 2607 Wise Lene Route 9 Billings, MT 59101
James O. Southworth 3843 Sandpiper Lane Billings, MT 59102	Sheryl Ungefug 740 Terry Billings, MT 59101	Lynn Wohl 3615 Mellerd Billings, MT 59101
Lucinde Splitstone 3631 Mallerd Drive Billings, MT 59101	Rendy & Christy Vogel 4686 Hervest Lane Billings, MT 59106	Casscordrer Berry & Joseph P. Wonder 3020 South 53rd West Billings, MT 59101
Rich & Ruth Stewart 8647 Shepherd Road Billings, MT 59101	Devid Wegner 8544 Danford Avenue Billings, MT 59106	William Wooston 2140 Concord Drive Billings, MT 59102
Chip Stoecker 4652 Harvest Lene Billings, MT 59106	Dick Wagner 727 Howerd Billings, MT 59101	Yellowstone Valley Central Lebor Council Attn: Pres. - Derrell Holzer 24 South 29th Street Billings, MT 59101
Ralph Stone 2122 Nine Clere Roed Billings, MT 59102	Scott Walker 1029 North 31st Billings, MT 59101	Eugene J. Yost 3524 Duck Creek Road Billings, MT 59101
Rhoda S. Story 1204 Parkhill Drive Billings, MT 59102	James A. & Jerry Welter 3410 Hesper Road Billings, MT 59106	
Arlend Strend 8414 Frontage Road Billings, MT 59101	Devid Wenger 8544 Denford Lene Billings, MT 59106	
Arnie & Lyn Strend 8014 Laurel South Frontage Road Billings, MT 59101		

Eugene J. Elsia E. Yost
8014 Laurel South Frontage Road
Route 9
Billings, MT 59101

George A. & Karan S. Yost
2343 Shiloh Road
Billings, MT 59106

Ishmael & Mary Yost
8108 South Frontage Road
Route 9
Billings, MT 59101

Leroy I. & Edna Mary Yost
2608 Wisa Lane
Route 9
Billings, MT 59101

Robert E. & Elvira Yost
2920 Wisa Lane
Billings, MT 59101

Paul Yourk
4216 Autumn Lane
Billings, MT 59106

Dennis Younts
3820 Heritage
Billings, MT 59102

Edwin Zaidlicz
724 Park Lane
Billings, MT 59102

George & Camille Zent
4217 Autumn Lane
Billings, MT 59108

Pat & Susan Zentz
10152 Duck Creek Road
Laurel, MT 59044

ZooMontana
Mr. Jim Duncan, Administrator
P.O. Box 955
Billings, MT 59103

APPENDIX

- **Summary of Location and Design Public Hearing**
 - **Comments on DEIS/Responses**

12/1/89

JAN 21 1993

SUMMARY OF THE
LOCATION AND DESIGN PUBLIC HEARING

HKM ASSOCIATES

File #434

IR 90-8(114)443
SHILO ROAD INTER. BILLINGS

This report is submitted in lieu of a verbatim transcript of the proceedings at a Location and Design Public Hearing held in the Career Center Auditorium in Billings, Montana on August 12, 1992. The tape of the hearing is on file with the department's Public Hearing Office in Helena seventy-five (75) people attended.

A news release was ordered December 1, 1989.

The first Scoping meeting was held December 12, 1989, with one hundred twenty-five (125) people attending.

The second Scoping meeting was held July 11, 1990 and one hundred eighteen (118) people were present.

Roy Ventura, Jr., P.E., Billings District Engineer, reviewed the background of the project that led to the detail studies of the three alternates and the rejection of Alternate A.

John Shoff, Engineer for HKM Associates, explained the operation and general feature of each "build" alternate. Some of these items were the traffic controls, signals, signing, ramps and frontage road. The controlled access boundaries were also identified. John also summarized the contents of the Draft E.I.S. and the time frame for submitting comments.

Murdo Wilson, Field R/W Supervisor in the Billings District, explained the basic R/W procedures and the relocation program.

The discussion and questions submitted by the audience are summarized as follows:

John explained the location of the signals and the interstate access control boundaries, other negotiated accesses and the speed controls were questioned. Two people suggested the north side connection to Shilo Road be shifted toward the south and a drainage problem was identified in the area. John also explained the time saving route of traffic through Alternate D. Roy outlined the funding problems that keep the department from setting a firm letting date.

Three farm operators expressed their first preference to locate the interchange in a different place. They all objected to the amount of land involved in the scope of the job and felt it should be "pulled in" in all cases to reduce loss of the farmland. They made points of disruption of irrigation ditches, and the importance of agricultural operations to the Billings economy.

Summary
Page 2
October 30, 1992

Three landowners and/or road users supported Alternate D and six people representing agencies, City, County and local interests such as Zoo Montana, Chamber of Commerce and Montana Trade Port also favored Alternate D.

During and after the hearing sixteen letters and petitions were received.

5 from State and Federal Agencies addressed their particular concerns such as, air and water quality, farmlands, adherence to regulations or no comment.
2 requested a new site west of Shilo Road.
2 farm operators supported Alternate A.
2 farm operators also suggested A or B and narrower.
1 petition with 41 households proposed Alternate A.
1 letter offered a modified Alternate C.
5 farm letters, a smaller Alternate D.
2 letters, County and Zoo Montana for Alternate D.
3 letters, individuals, for Alternate D.
1 letter with 4 households supported Alternate D.

Daniel P. Bartsch
Daniel P. Bartsch
Information Officer

DPB:Q:PAF:2.dr

L1

	LETTER AND COMMENT	RESPONSE
	<p>Billings, Montana April 6, 1992</p> <p>The Highway Commissioners + David S. Johnson P.E. By putting the interchange at "D" three</p> <p>exit a south road off the interchange. This will help traffic the off Duck Road or High Lane. If the two Miller Bottom Bridge over the Yellowstone River at Duck Road. There is room between Interstate and</p>	<p>1-1 The purpose of the project is to improve access between the western portion of Billings and Interstate 90. Traffic studies completed for this project have indicated that an interchange at the Alternative D location best satisfies the purpose of the project. Traffic south of I-90 can access the interchange by the existing roadway system (Goodman Road, Wise Lane, Duck Creek Road, South Frontage Road).</p>
1-2	<p>Railroad for exits of west bound traffic off the Interstate at 'A' if 'B' sites. This is closer to Montana Zoo. The State auto line at 'C' site seems</p>	<p>1-2 Compared to Alternative D, there is additional room between the railroad and I-90 at the Alternative B and C locations. However due to other factors, (Canyon Creek, connections to existing roadways, right-of-way impacts/costs) an interchange at these locations is less desirable than at the Alternative D site.</p>
1-3	<p>There is plenty of vegetation at site 'D' the way it is planned it make hard to drag the land.</p>	<p>1-3 The purpose of the project is to improve access between the railroad and I-90 at the Alternative B and C locations. However due to other factors, (Canyon Creek, right-of-way impacts/costs) an interchange at these locations is less desirable than at the Alternative D site.</p>
1-4	<p>Why should a special road be built for Montana Zoo. When Major is that close. (louise)</p>	<p>1-4 Alternatives A and B do not substantially improve access to the majority of people in West Billings which is the purpose of the interchange.</p>
1-5	<p>There is less vegetation at site 'A', B.C. sites. Why can't be off Roger like at Moss Main and at Johnston over pass east of Billings</p>	<p>1-5 Preliminary studies completed by MDT indicate that a substantial amount of irrigation involvement is expected at each of the proposed locations. Irrigation facilities will be perpetuated to the extent practicable. The additional cost expected as a result of irrigation involvement for Alternative D does not offset the sites overall advantage.</p>
1-6	<p>There is plenty of vegetation at site 'D' the way it is planned it make hard to drag the land.</p>	<p>1-6 Design criteria governing the overall project development (ramp separation distances) would remain the same. The interchange would still require the same amount of room.</p>
	<p>Why should a special road be built for Montana Zoo. When Major is that close. (louise)</p>	<p>1-6 See response to comment 1-3.</p>
		<p>1-6 A special road is not being built for Zoo Montana. The connection to Shiloh Road was developed as the best way to connect to the Billings urban street system.</p>

L1

LETTER AND
COMMENT

Your Truly
Robert "Bob" Frost

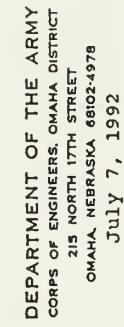
P. S. Why be putting a "D" do sole. Want
a envelope like at the Post and overpass below.

1-7 | P. S. Why be putting a "D" do sole. Want

1-7 | a envelope like at the Post and overpass below.

RESPONSE

1-7 | See response to comment 1-4.



DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, OMAHA DISTRICT
215 NORTH 17TH STREET
OMAHA, NEBRASKA 68102-4978
TEL 402 227 1000

REPLY TO
ATTENTION OR

卷之三

Mr. David S. Johnson, P.E.
preconstruction Engineer
Montana Department of Highways
2701 Prospect Avenue
Billings, Montana 59620

Dear Mr. Johnson:

Thank you for the opportunity to review the Draft Environmental Impact Statement (DEIS) for the Shiloh Road Interchange. EB 90-8 (114) 443, in Yellowstone County, Montana.

One of our particular responsibilities in reviewing this DEIS is ensuring that is adequately addresses Section 404 permitting issues. It is stated on Pages 3 and 160 of the document that no wetlands will be affected by the proposed project. However, the proposed project and its alternatives cross Canyon Creek, requiring the temporary or permanent placement of fill into the creek. On pages 8 and 159 of the DEIS, it is recognized that a 404 permit will be required. For a detailed review of permit requirements, final project plans should be sent to:

Mr. Robert McInerney
U.S. Army Corps of Engineers
c/o DNRC/CDD
1520 East 6th Avenue
Seattle, WA 98102

If you have any questions, Please contact Ms. Julie Swoboda

sincerely

Richard D. Gorton
Richard D. Gorton
Chief, Environment
Analysis Branch
Planning Division

2-1 In accordance with federal regulations, development of Alternative C would require additional coordination with the Corps of Engineers. No additional coordination would be required for the development of Alternative D.

LETTER AND
COMMENT

2-1 In accordance with federal regulations, development of Alternative C would require additional coordination with the Corps of Engineers. No additional coordination would be required for the development of Alternative D.

12

DATE	RECD. PRECONS.	MAIL ROUTE	LETTER AND COMMENT
8/1/92		30 Precons Env.	

Robert E. Marble
7900 South Frontage Road
Billings, Montana 59101
(406) 656-3598
August 1, 1992
Mr. David S. Johnson, P.E. Chief
Department of Public Hearings
MONTANA DEPARTMENT OF HIGHWAYS
2701 Prospect Avenue
Helena, Montana 59620
Re: I 90-B(14) Shiloh Interchange

Billings #1308

Dear Mr. Johnson:

After an extensive study of your "Draft Environmental Impact Statement," it has become obvious to me that Alternate D is the best short and long term choice for the proposed interchange.

The over-riding reason is its potential to tie in three major north/south arterials, apportioning access traffic from and onto Shiloh Road, S. 32nd Street West and S. 24th Street West while relieving potentially increased congestion on Shiloh Road that would result from the other Alternatives.

I request that the Montana Department of Highways co-operate and strongly advocate the construction of the connection of the Alternate D interchange to Hesper Road, as well as Shiloh Road, during your construction phase. Even this imperfect connection will enable and encourage considerable 32nd and 24th Street traffic.

We have been pleased with the co-operation that has been given effected property and business owners to date by the Montana Department of Highways, and wish to thank you and your departmental employees at this time.

Sincerely,


Robert E. Marble

3-1 This project will connect in the best possible manner to the existing street system. A separate project to connect to Gabel Road is planned by local governments. Even though that connection is not part of this project it is possible that construction activities may coincide. No connection to Hesper Road is planned at this time.

30 Precons Env.
30 Assistant
30 Office Mgr.
31 Safety Mgmt.
32 Road Design
33 Environment
34 Hydraulics
35 Survey & Mapping
36 Traffic Eng.
37 Traffic Operations
38 Construction Plan.
39 Construction Plan.
P.R. /en/crc
L/FM



L4

August 3, 1992

David S. Johnson, P.E. Chief
Department of Public Hearings
Montana Department of Highways
27201 Prospect Avenue
Helena, MT 59620

RE: I 90-8(114) Shiloh Interchange Billings #1308

Dear Mr. Johnson:

After reading your "Draft Environmental Impact Statement", I feel that Alternate D is the best choice as it will allow traffic to flow into and off of Shiloh Road, 32nd Street West, and 24th Street West.

Although I do support the construction of a new interchange, I also have a great deal of concern about the effects that the actual highway construction will have on our business. We feel that it is imperative to our business survivability that there are no major traffic interruptions on the South Frontage Road during the months of April, May, and June. Sales during these three months account for 60 percent of our annual income. To avoid this, we ask that the rerouting and reconstruction of the South Frontage Road be finished before the main overpass construction is started so that traffic can still flow on the

Thank you for considering the potential problems which this interchange construction could cause for Billings Nursery, Inc. and other businesses in the area.

卷之二

Richard C. Marble
President

LETTER AND
COMMENT

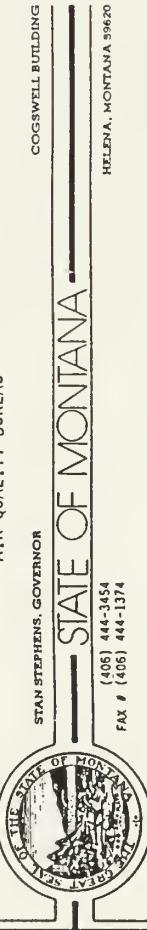
RESPONSE

4-1 The timing of construction activities will be dependent on funding availability and the selected contractors schedule. Due to the lack of existing development at the Alternative D location, most construction activities will be beyond the limits of existing roadways. Delays to traffic flow can be expected due to the presence of construction vehicles utilizing the existing roadways. Construction activities will be sequenced to minimize impacts to areas businesses.

1

DEPARTMENT OF
HEALTH AND ENVIRONMENTAL SCIENCES

AIR QUALITY BUREAU



LETTER AND
COMMENT

RESPONSE

L5

COGSWELL BUILDING

HELENA, MONTANA 59620

(406) 444-3434

FAX # (406) 444-1374

August 7, 1992

David S. Johnson, P.E.
Preconstruction Engineer
Montana Department of Transportation
2701 Prospect Avenue
Helena, MT 59620

5-1 The text concerning carbon monoxide will be clarified in the Final Environmental Impact Statement.

5-2 The proposed project would not increase traffic in the central business district. Traffic flow in the 24th Street West area will be improved as a result of the construction of the interchange.

5-3 Reduction due to motor vehicle turnover noted.

5-4 Reduction in automotive CO due to construction of interchange noted.

Dear David:

I have reviewed the air quality portions of the Shiloh Road Interchange Draft Environmental Impact Statement, and have the following comments:

I believe the last paragraph on page 106 and the first on the following page are somewhat misleading and contradictory concerning the Billings carbon monoxide (CO) problem. As indicated in Bob Raisch's letter (July 18, 1989) included in your appendices, the data collection was deemed insufficient by EPA. As a result, the 1987 attainment request was denied, and further monitoring was required. The continuous monitoring has shown Billings to be about 2% below the 9 ppm CO standard for 1988, 1989, and 1990. The CAAA of 1990 designation of Billings as an unclassified nonattainment area opened the door for a second attainment designation request and ten year maintenance plan.

The short term study was performed to determine if the current monitoring site is in the highest emission area of Billings. The results were inconclusive, as both the CBD and the 24th Street West area produced levels statistically similar to those found at the continuous monitoring site. CO will be monitored at one or both alternate sites during the ten year maintenance period to provide a continuous comparison with the Exposition Drive site.

The emission inventory mentioned in Bob Raisch's letter has been performed and indicates an expected overall reduction in CO due to motor vehicle turnover of 46% by the year 2000. This projection includes a 20% growth rate for Billings, which matches the change between the 1980 and 1990 census data.

The MOBILE4.1 model I ran for conformity determinations for the Shiloh Road project indicated a substantial reduction (15%; see attachment) in automotive CO should the interchange be built.

L5

Mr. David S. Johnson
Page Two
August 6, 1992

LETTER AND
COMMENT

RESPONSE

5-5 The dates in the second and third paragraphs on page 107 are incorrect. The TSP nonattainment designation occurred March 3, 1978 and remains in place. The PM-10 standard which replaced the TSP standard was promulgated July 1, 1987, and took effect on July 31, 1987. Based on the 1985 and 1986 TSP data and the EPA screening test method, Billings was considered to be in attainment with the PM-10 standard.

5-6 The second paragraph on page 151 states the no-build scenario would have little effect on air quality in the immediate project area or the CBD. This is not entirely true; the VMT projection provided by MDOT shows an increase of 12.6% (1,769,033 - 1,992,442), which would indicate a matching increase in CO. Although vehicle turnover is expected to produce that much or more of a reduction in the five year period, outside factors could produce a slower turnover rate and a resultant smaller reduction in CO emissions.

Sincerely,



Jerry J. Schneider
Environmental Specialist

JJS:dl

Enclosure

5-5 Text in Final Environmental Impact Statement will be clarified.

5-6 Text in Final Environmental Impact Statement will be clarified.

6.0 Conclusions

To apply the inventory results to the current CO situation, the highest second maximum 8-hour CO value from 1988 and 1989 (6.8 ppm - table C-2, Appendix C) was selected and compared with the 8-hour standard (9.0 ppm). Since the second highest maximum is 2% below the standard, no additional controls appear to be necessary. Nevertheless, the projected federal tailpipe emission standards will decrease the overall CO emissions significantly (an estimated 43% by 1995) and further improve air quality in Billings.

Table 13 lists the current (1990) and projected 1995 and 2000 EFS from MOBILE4.1. The data indicates that mandated tailpipe emission controls in conjunction with expected fleet turnover will result in an overall reduction of 42.5% in automotive CO emissions by 1995. This would be a 48,220 pound per day reduction, lowering the total from 128,248 to 80,028, an overall decrease of nearly 30%.

TABLE 13
PROJECTED COMPOSITE AUTOMOBILE EMISSION FACTORS
1990 1995 2000
Baseline New TIP % Change Baseline New TIP % Change Baseline New TIP % Change

	1995	2000	% Change	1995	2000	% Change	1995	2000	% Change
VMT	1769033	1992442	11.2	1521568	1934819	21.3			
VHT	60965	68146	10.5	52909	66014	19.9			
Avg. Spd	29.02	29.24	0.8	28.80	29.31	1.8			
Emission Factors									
low gm/mi	35.77	23.13	36.11	23.25					
hi gm/mi	45.26	27.14	45.66	27.28					
avg gm/mi	40.52	25.14	40.89	25.27					
#/mi	0.0893	0.0554	0.0901	0.0557					
CO #/day	158011	110408	137329	107771					

The composite runs were chosen to show representative current projected EPA tailpipe emission reductions rather than using all vehicle classes. This data indicates that if the current tailpipe emission reduction requirements remain in effect, Billings will achieve about a 65% reduction in automobile CO by 2000. Table 14 lists the major CO sources, 1990 emissions and 1995 and 2000 projected emissions and percent change. Billings should be able to maintain without further controls. Since the Billings 1990 Census showed a 20% increase since 1980, a similar growth rate (10% over 5 years) was used for projection purposes.

	1995	2000	Baseline	New TIP	% Change	1995	2000	Baseline	New TIP	% Change	1995	2000	Baseline	New TIP	% Change
Billings	158011	110408	137329	107771	-15.1	77.45	39.47	49.0	19.85	49.7	74.4				
					-2.4	23.21	12.52	46.1	6.75	46.1	70.9				
						34.10	20.73	39.2	12.94	37.6	62.1				
						41.25	25.98	37.0	16.86	35.1	59.1				
Urban Freeway	41.33	20.62	50.1	10.30	50.1	75.1									
Urban Arterial	28.20	16.53	41.4	10.14	38.7	64.0									
Urban Collector	37.32	23.20	37.8	15.18	34.6	59.3									
Urban Local	46.27	30.06	35.0	20.50	31.8	55.7									
AVERAGE	41.14	23.64	42.5	14.06	40.5	65.8									

L5

TABLE 14

PROJECTED CARBON MONOXIDE AREA SOURCE EMISSIONS (#/day)

Source	1990	1995	% Change	2000	% Change from 1995	Total	% Change
R W B	16,783	18,455	10.0	20,301	10.0	21.0	
Nat Gas	540	590	9.3	650	10.2	20.4	
Aircraft	7,376	8,114	10.0	8,925	10.0	21.0	
Locomotives	176	195	10.8	217	11.3	23.3	
Industry	128,248	80,028	-37.6	52,168	-34.8	-59.3	
Automobile							
Total:	153,122	107,381	-29.9	82,261	-23.4	-46.3	

NOTE: Table values are from the ASES report, and some differ from the calculated values in the text due to rounding conventions.

Aug. 8, 1992

L6

PETITION

WE, THE UNDERSIGNED RESIDENTS OF THE WEST BILLINGS AREA ARE REQUESTING
6-1 THAT THE WEST INTERSTATE INTERCHANGE ACCESS BE PLACED AT THE DUCK CREEK
ROAD & NORTH TO 48TH, ST., INSTEAD OF 1 MI. EAST OF K.G.H.L. RADIO STATION.

Patricia Brown
Joe Lopez

LETTER AND
COMMENT

RESPONSE

6-1 An alternative interchange location connecting Duck Creek Road and 48th Street West has been studied as part of this project (Alternative A). Traffic studies have shown that Alternative A does not adequately satisfy the purpose of the project (improving access to western Billings), therefore it was eliminated from detailed consideration.

Preliminary traffic studies of the Alternative A site indicated that initial traffic volumes on the interchange at that location would be very minor. Traffic projections into the design year indicate that crossroad traffic volumes for Alternative A would be about the same as those expected at the Alternative D site if implemented today. At the design year, Alternative D would serve almost twice as many vehicles on a daily basis as Alternative A.

Theresa B. Mathon
3135 S. 50th St. West Bldg. 11
Theresa B. Mathon
3417 Dorford Bldg. 11
5421 Dangood Bldg. 11
5427 Dangold Road, Bldg. 11
5439 Sanford Bldg. 39106
5439 Dangold 39106
3130 S. 54th St. Bldg. 195
3130 S. 54th St. Bldg. 195
2700 Lewis Avenue Billings
2716 Lewis and Bldg.
3030 - 45th St. S. 50.241 - Bldg. S.
3020 W. 54th St. S. RR1 Billings
3008 54 St. S. W. RR1 Billings
3340 Fair Dr. Bldg.
5304 Leith Drive
Tom Harpster
Tom Dompson
Barb Foste

Intake at Street Creek
admitted 16

late Name
8-18-92 Barbara N. Madson
8-18-92 Anna Erickson
8-18-92 Kenneth Bellmor
8-18-92 ~~John D. Hansen~~
8-18-92 Joe Bellmor
8-19-92 Diane McCloske
8-19-92 ~~Janet A. Phillips~~
8-19-92 Georgia Trans
8-19-92 Joe D. Trans
8-19-92 ~~Joe D. Trans~~
8-19-92 ~~Joe D. Trans~~
8-19-92 ~~Joe D. Trans~~
8-19-92 Mary J. Fern
8-19-92 ~~Barbara~~ ~~Barbara~~ ~~Barbara~~
8-20-92 ~~Barbara~~ ~~Barbara~~ ~~Barbara~~

2929 S. 53rd L6
old paper
Francis B. Page
Patricia S. Wright
David G. Bryson
Fresh & Wonder
Cassandra Berry
Haze & Juan Norton
Three Pattern
Fred J. Wester
Charles A. Conor
John P. Edwards
Clifford Johnson
Bennet Jones
Benn J. Dutts
John C. Gross
2 m. will

2929 S. 53rd W. 59106
3045 S. 53rd W. 59106
3055 S. 53rd W. 59106
3020 S. 53rd St W. 59106
3020 S. 53rd St W. 59106
5210 Stamford Dr. 59106
5415 Stamford Rd. 59106
519 5th Ave. Newark 59044
1912 W. 10th St. 59103
Robert Englund in Area
5103 Stamford Drive Stps. 59106
8725 Story Road
Box 1/2 Broadview Yellow
Compton in area

8725 Story Rd. 59101
3615 Mallard

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION VII, MONTANA OFFICE

FEDERAL BUILDING, 301 S. PARK, DRAWER 10096
HELENA, MONTANA 59626-0096



Ref: 8MO

August 11, 1992

Hank D. Honeywell
Division Administrator
Federal Highway Administration
301 South Park Street
Drawer 10056
Helena, Montana 59601

Re: Shiloh Road Interchange
IR 90-8(114)443, Draft
Environmental Impact
Statement

Dear Mr. Honeywell:

In accordance with our responsibilities under the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act, the Environmental Protection Agency's Region VIII Montana Office (EPA) has reviewed the above-referenced Draft Environmental Impact Statement (DEIS).

The Federal Highway Administration (FHA) has proposed construction of a new interchange to Interstate 90 near Billings, Montana in Yellowstone County. There were four (4) potential alternatives developed and one (1) required no action alternative. Alternative D, was selected as the agency's preferred plan. This proposal includes construction of four (4) access ramps, overpass structure, connecting roadways to the city of Billings, and relocation of the existing frontage road.

The EPA has done a wetland evaluation and biological assessment of the project area. This has complied with the requirements of the "Interagency Memorandum of Understanding: Management and Mitigation of Highway Impacts to Wetlands in the State of Montana - 1989" (page 11).

The EPA does have concern over the loss of 51 to 62 acres of very important farmland (page 175) due to the proposed action alternative. This equates to approximately one-half (1/2) percent of all prime farmlands in Yellowstone County. The potential for even greater loss comes from later industrial and commercial development. Could less land be consumed for the same outcome?

LETTER AND
COMMENT

RESPONSE

8-1 The loss of farmland is an unavoidable impact that has been considered in the design of this interchange.

The location of the existing MRL double-track mainline railroad adjacent to I-90, coupled with the established design criteria has dictated the geometry of the interchange. The north ramp terminals (Ramps D-1/D-2) will be located between I-90 and the railroad. A 600 ft. separation is required in order to provide the minimum distance for turn bays and tapers between the ramp terminals (D-1/D-2 and D-3/D-4). Similarly a 400 ft. separation is required between the south ramp terminals (Ramps D-3/D-4) and the intersection at the South Frontage Road. These required separation distances are based on established and recognized design criteria. Considerable effort has been expended in the development of alternative geometric design in an effort to minimize right-of-way impacts. Minimum acceptable standards that could reduce the amount of right-of-way required were incorporated into the design as it was developed. It is not possible to change the major design features and reduce the size of the interchange without compromising the project in terms of safety and efficiency.

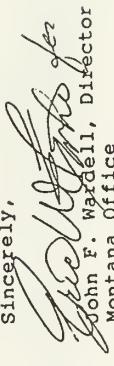
The project location is adjacent to the Billings urban area. This farmland will be converted to non-agricultural uses as the city continues to grow in a westerly direction. The proposed interchange is only one factor affecting the westward growth of Billings. Construction of an interchange will accelerate the conversion of this farmland due to its growth enhancing characteristics.

L8

In accordance with the criteria that the EPA has established for rating Environmental Impact Statements, we have rated this DEIS as category LO-1 (Lack of Objections-Adequate Information). A copy of the EPA's rating criteria is attached.

The EPA was pleased to see such a well constructed document. We will continue to offer our assistance concerning this project. Please feel free to contact Jeff Bryan of my staff at 406-449-5486.

Sincerely,



John F. Wardell, Director

Montana Office

Enclosure

cc: Phyllis Williams, 8WM-EA
Pearl Young, OFA-A104
David Johnson, MDH

RECEIVED FILE COPY

ZOO MONTANA
ZOOLOGICAL GARDENS

AUG 14 1992
MONTANA DEPT. OF TRANSPORTATION
HIGHWAYS
BILLINGS, WEDNESDAY, AUGUST 12, 1993

L9

BILLINGS DISTRICT	
ACT	District Engineer
ACT	Superv. Constr.
ACT	Engr. Project Mgrs.
ACT	Engr. Officer
ACT	Chief Field Maint. (6)
ACT	Chief Field Maint. (1)
ACT	Engineering Services Suprv.
ACT	Materials Suprv.
ACT	Utilities Agent
ACT	Tran. Engr.
ACT	Right of Way
ACT	Centralized Services Suprv.
ACT	Acq. Spec.
ACT	Personnel Spec.
ACT	Payroll
ACT	Engr. File
ACT	Dist. File

To: Roy Ventura, District Engineer
Montana Department of Highways
Billings, Montana

From: Jim Duncan, Administrator
ZooMontana, Inc.

Re: Shiloh Road Interchange
Draft Environmental Impact Study
Public Hearing

RESPONSE
LETTER AND
COMMENT

9-1 Timing of construction is dependent upon funding availability. As defined in the text of the environmental document, demonstration funding spread over six years (1992-1997) has been allocated for construction. Local governments and support groups ability to develop alternative financing methods could have an impact on project schedule.

Over the years, ZooMontana has followed the progress of the Shiloh Road interchange with extreme interest. Obviously, we have a lot at stake for our future success. During the process, we have tried to stay out of the politics revolving around whose property might be favorably or adversely affected.

When we have shown support for a specific alternate, we did so only to help expedite construction of the interchange project in general. For example, we strongly supported the Alternate "D" location at the last public hearing because we wanted to be a part of our communities' "unified effort" toward getting the project off the ground. Efforts such as that send a strong message of cooperation which in turn can help move the project forward.

In every way possible, we want the interchange to be a good solution to traffic needs in West Billings. ZooMontana needs good access from Interstate 90 as do many other entities in the area including Oscar's Dreamland.

Today, our position remains the same. We support the Montana Department of Transportation's selection of Alternate "D" as the preferred alternative which provides good access from Interstate 90 to Shiloh Road.

Construction is now underway on ZooMontana with an initial opening scheduled for 1993. Timely construction of the I-90 interchange is now more critical than ever to Zoo's success.

RECEIVED

AUG 14 1992

MONTANA DEPT. OF TRANSPORTATION
HIGHWAYS
RULINGS

L10

Everett & Pamela Gabel
2530 Goodman Road
Billings, MT 59101

August 12, 1992

Montana Department of Highways
Department of Public Hearings
2701 Prospect Avenue
Helena, MT 59620

Gentlemen:

We have studied the options for the Shiloh interchange and there are several comments we would like to make.

The overall size of any one of the options is immense. No matter which option is ultimately chosen, it should be designed to be considerably smaller. The Farmland Protection Act was enacted to preserve prime agricultural land from development. All the options would ruin substantial amounts of prime farmland. A smaller interchange would help to bring this project more in line with the intent of the Protection Act. Many states have already realized the importance of their agricultural land to their economic base and have taken steps to limit its development.

A smaller interchange would cost much less for construction and land acquisition. The interchange does not need huge 70 mph approach ramps. That speed is above the posted speed limit for that section of Interstate and would increase the amount of accidents on the interchange.

Also, The Environmental Impact Statement on option D has some incorrect information. The statement indicated only one ditch (Canyon Creek) would be involved in this option. There are a minimum of five irrigation ditches that would need to be piped so that farming operations served by these ditches would not be compromised. The statement also indicates that sugar beets grown on the land affected by option D only average 16.7 ton per acre when the actual average is 25 ton per acre which increases the value of the land. We feel that some of the information supporting option D in the Environmental Impact Statement has been misrepresented to suit the special interest groups in the area.

Thank you for the opportunity to state our concerns about the Shiloh Interchange project. We support option "B".

Sincerely,

Everett Gabel
Pamela Gabel

LETTER AND
COMMENT

RESPONSE

10-1 All efforts have been made to minimize the necessary right-of-way requirements. The ultimate safety and efficiency of this interchange depend on the separation between intersecting roads. If this separation cannot be achieved, the future efficiency of the interchange and service to the traveling public would be severely limited.
See response to comment 8-1.

10-2 A design speed of 70 MPH for vehicles entering/exiting I-90 is appropriate for this facility. Design speeds are based on a vehicle's ability to negotiate the roadway and are not the same as posted speed limits. Posted speed limits would coincide with existing speed limits.

10-3 The Canyon Creek irrigation ditch is the only main irrigation canal that would be impacted by this project. Alternative D, as with other build alternatives, would require relocation of numerous lateral irrigation ditches.

The quantity of sugar beets produced is a county-wide average and is based on statistical data provided by the Montana Department of Agriculture for Yellowstone County.

ACT	BILLINGS DISTRICT
7	District Engineer
	Supr. Contr.
	Field Project Mgrs.
	Eng. Officer
	Chief Field Mgr. (B)
	Chief Field Mgr. (L)
	Chief Review Mgr. (L)
C	Engineering Services Suprv.
	Design
	Materials Suprv.
	Materials Suprv.
	Utilities Agent
	Trans Engrs.
	Right of Way
	Centralized Services Suprv.
	Acc. & Spac.
	Personnel Spcl.
	Payroll
	Eng. Spcl.
	GW Suprv.

C. D. Bartisch - Helena
C. M. Legerton - Helena

L11

David S. Johnson, P. E.
Preconstruction Engineer
Montana Department of Highways
2701 Prospect Avenue
Helena, MT 59620

LETTER AND
COMMENT
RESPONSE

August 15, 1992

Dear Mr. Johnson,

I commend you and all that are working on the Shiloh Interchange here in Billings for going through a fair and full assessment of the project.

I attended the Location and Design Public Hearing for the Shiloh Interchange August 12, 1992. After hearing the final responses from the hearing and then restudying the design at length, I felt it necessary to write this letter.

1. I favor Site D. location. Site D. has the room to make its design the safest interchange as possible. The engineers brought this point out and I think safety is important.

2. I do not favor moving the Shiloh connecting road south to the property lines, as suggested, for these reasons.

- A. It would reduce visibility from existing buildings.
- B. It doesn't allow enough room for forming a line of slow moving traffic at the entrance of Zoo Montana.

- C. It creates too sharp of curve at the overpass structure.

- D. It reduces the visibility to those coming North over the overpass that need the time to get familiar with the new area.

3. From an agricultural point of view, I suggest a longer straight connecting road in this particular field as indicated on the enclosed illustration map. It would leave this land more productive due to less angle of end rows in a row crop. Also it follows the irrigation flow better. I don't know if the Geometrics for the curve allows for a change like this but it would serve agriculture in a more productive way.

11-1 Support for Alternative D noted.

11-2 The geometry of the connecting road from the interchange to Shiloh Road has been established based upon a 50 MPH design speed and in anticipation of a future intersection for a connection to Gabel Road.

The superelevation rate is the amount of "banking" that is built into the roadway in order to allow drivers to negotiate the roadway in a safe and comfortable manner.

The maximum desirable superelevation rate at the future intersection of the crossroad and Gabel Road has been established at 0.04 Ft/FT. This rate together with the design speed of 50 MPH (posted at 45 MPH) has resulted in a large radius curve ($D_c = 2^\circ$). The location of the intersection of the crossroad with Shiloh Road is based on using this large curve while not allowing the curve to occur in the intersection at the north ramp terminals.

11-3 The adjustment identified in this comment would require a smaller radius curve and consequently a higher rate of superelevation for the roadway. A higher rate of superelevation is not desirable due to the future intersection with Gabel Road.

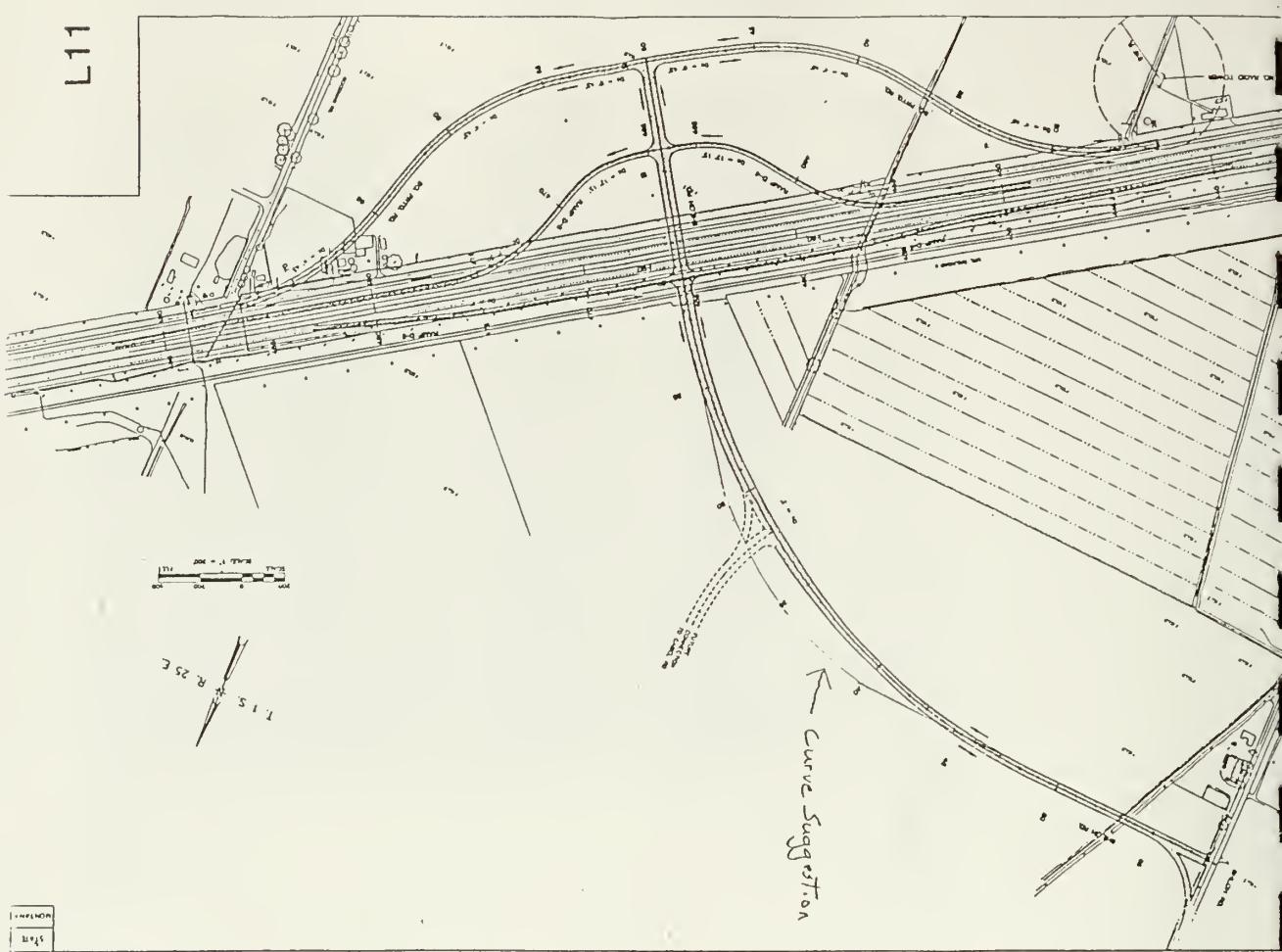
11-2

The geometry of the connecting road from the interchange to Shiloh Road has been established based upon a 50 MPH design speed and in anticipation of a future intersection for a connection to Gabel Road.

11-3

3. From an agricultural point of view, I suggest a longer straight connecting road in this particular field as indicated on the enclosed illustration map. It would leave this land more productive due to less angle of end rows in a row crop. Also it follows the irrigation flow better. I don't know if the Geometrics for the curve allows for a change like this but it would serve agriculture in a more productive way.

L11



L11

I thank you for allowing me to put these thoughts into the decision process and hope you proceed with the building of the best designed and safest interchange.

Sincerely,

James A. Walter

James A. Walter
3410 Hesper Road
Billings, MT 59106

cc to Roy Ventura, District Engineer
Billings District
Montana Department of Highways
424 Moore Lane
Billings, MT 59101

August 17, 1992

L 12A

David S. Johnson, P.E.
Preconstruction Engineer
Montana Department of Highways
2701 Prospect Avenue
Helena, MT 59620

Gentlemen:

I understand that Alternative "D" is the preferred site for the new Shiloh interchange. I would like to see this alternative redesigned and sized down so less agricultural land is affected.

Douglas Duff

Name 343 Westchester Street South
Address Billings MT 59105

City, State City, State
David Duff

August 17, 1992

David S. Johnson, P.E.
Preconstruction Engineer
Montana Department of Highways
2701 Prospect Avenue
Helena MT 59620

Gentlemen:

I understand that Alternative "D" is the preferred site for the new Shiloh interchange. I would like to see this alternative redesigned and sized down so less agricultural land is affected.

Name Richard Lappel
Address 2202 Highway 111, Dk.

Address Billings MT 59105
City, State City, State

LETTER AND
COMMENT

RESPONSE

12-A, B, C, D, E, F

See response to comments 8-1, 11-2.

L12C

August 17, 1992

David S. Johnson, P.E.
Preconstruction Engineer
Montana Department of Highways
2701 Prospect Avenue
Helena, MT 59620

Gentlemen:

I understand that Alternative "D" is the preferred site for the new Shiloh interchange. I would like to see this alternative redesigned and sized down so less agricultural land is affected.

David S. Johnson
Name
2701 Prospect Avenue
Address
Helena, MT 59620
City, State

August 17, 1992

David S. Johnson, P.E.
Preconstruction Engineer
Montana Department of Highways
2701 Prospect Avenue
Helena, MT 59620

Gentlemen:

I understand that Alternative "D" is the preferred site for the new Shiloh interchange. I would like to see this alternative redesigned and sized down so less agricultural land is affected.

Rebecca Owen
Name
3519 King Ave E.
Address
Bellevue, MT 59101
City, State

LETTER AND
COMMENT

RESPONSE

12-A,B,C,D,E,F

See response to comments 8-1, 11-2.

L12D

L12E

August 17, 1992

David S. Johnson, P.E.
Preconstruction Engineer
Montana Department of Highways
2701 Prospect Avenue
Helena, MT 59620

Gentlemen:

I understand that Alternative "D" is the preferred site for the new Shiloh interchange. I would like to see this alternative redesigned and sized down so less agricultural land is affected.

David S. Johnson

Name

2044 Laurel St. Ft. Rd

Address

Billings, MT 59101

City, State

August 17, 1992

David S. Johnson, P.E.
Preconstruction Engineer
Montana Department of Highways
2701 Prospect Avenue
Helena, MT 59620

Gentlemen:

I understand that Alternative "D" is the preferred site for the new Shiloh interchange. I would like to see this alternative redesigned and sized down so less agricultural land is affected.

David S. Johnson

Name

2044 Laurel St. Ft. Rd

Address

Billings, MT

City, State

LETTER AND
COMMENT

RESPONSE

12-A, B, C, D, E, F

See response to comments 8-1, 11-2.

L12F

L13

LETTER AND
COMMENT

RESPONSE

6868 Whitetail Lane
Billings, MT 59101
August 18, 1992

Montana Department of Highways
2701 Prospect Avenue
Helena, MT 59620

Attention: David S. Johnson, P.E.

Subject: Interchange West of Billings.

After considering the results of the hearing that was held in Billings last Wednesday, I would like to urge you to consider the following points:

1. I strongly feel that the interchange would best serve the people of west Billings by being located west of the present Shiloh road overpass. This would still service ZOO MONTANA and even out the spacing between the existing interchanges in Billings and Laurel. Site D is only 1 and 1/2 miles west of the present interchange at west Billings. This would not service the thousands of people who live west and north of the Shiloh road overpass.

2. I would also urge you to downsize the interchange, no matter the location, in order to minimize the loss of valuable agriculture land.

In conclusion, I would hope that the decision on location and size of the proposed interchange would most strongly be influenced by what would best serve all the people living west of Billings, not just ZOO MONTANA.

Respectfully,

William J. Starr
William J. Starr, P.E.

13-1 The Alternative D location has been shown to be the best location of those studied. Interchange locations further west serve progressively fewer people and provide poorer access between I-90 and western Billings. According to the transportation model used to assess traffic demand at the alternative interchange locations, Alternative D would serve approximately twice the number of vehicles per day as Alternative A at the design year. Traffic projections at the alternative interchange locations are directly related to the access service each location would provide. People residing west of the Alternative D location would also be served by this interchange.

The relative distance between existing interchanges could be considered a rough yardstick for determining interchange locations assuming consistent levels of urban development. The average spacing of the six interchanges from the Pine Hills Interchange to the West Billings Interchange, based on crossroad location, is 2.1 miles. Construction of an interchange at the Alternative D location would result in spacing from Alternative D to West Billings of 2.5 miles.

See also response to Comment 6-1

13-2 See response to comments 8-1, 11-2.

L 14

LETTER AND
COMMENT _____
RESPONSE

August 19, 1992

David S. Johnson, P.E.
Montana Department of Highways
2701 Prospect Avenue
Helena, MT 59620

Proposed Interchange West of Billings.

From the hearing held last Wednesday in Billings, it appears that Site D is the favored location for the proposed interchange west of Billings. I recommend that you consider the sites west of the Shiloh Road Overpass in order to maximize the use of the proposed interchange. Site D would only serve ZOO MONTANA and a handful of people living between Billings and the Shiloh Road Overpass.

14-2 I also recommend that you keep the size of the proposed interchange as small as possible in order to keep the loss of agriculture land to a minimum.

Thank you for your time and consideration,

Richard L. Treiber
Richard L. Treiber
6900 Whitetail Lane
Billings, MT 59101

14-1 See response to comments 6-1, 13-1.
14-2 See response to comments 8-1, 11-2.

L 15

August 20, 1992

LETTER AND
COMMENT

RESPONSE

David S. Johnson, P.E.
Preconstruction Engineer
Montana Department of Highways
2701 Prospect Avenue
Helena, MT 59620

Gentlemen:

We attended the public meeting on August 12, 1992 concerning the proposed Shiloh interchange. It is apparent that Alternative "D" is the preferred site for this project. We would like to see the interchange redesigned and sized down so that less farmland is ruined.

15-1 See response to comments 8-1, 11-2.

15-1

Everett and Pamela Gabel
Everett and Pamela Gabel
2530 Goodman Road
Billings, MT 59101

August 21, 1992

L16

Mr. David S. Johnson, P.E.
Preconstruction Engineer
Montana Department of Highways
2701 Prospect Avenue
Helena, Montana 59620

Re: Shiloh Road Interchange Project

Dear Mr. Johnson:

This letter is intended to voice our support for constructing the Interstate 90 Shiloh Road Interchange at or near the site commonly known as Alternative D.

We own approximately 75 acres in the southwest quarter of Section 23, Township 1 South, Range 25 East bordered on the south by I-90 and on the west by individual homes, in which two of us live, and Shiloh Road. Alternative D would place the proposed interchange a short distance east of our property.

This alternative appears to be the least costly, disturbs less residential neighborhoods and school areas, requires fewer residential and business relocations and serves the existing and expected future residents and businesses in an orderly and reasonable fashion.

We are somewhat concerned about reasonable access to our property from the Shiloh Road connector since the connector as designed by Alternative D bisects the farm ground next to our property. All of that property is basically controlled by the same people. It leaves our property isolated from the connector even though it is extremely close. We fear being "subservient" to our neighbor and at a distinct competitive disadvantage having to depend on them to participate in any land sale we might want to make.

Presumably our neighbor would be our competitor for a sale to an interchange related business. It is not difficult to imagine that we could be held captive by an extremely high price on property to be used for access or in conjunction with ours, which could essentially price us out of the market.

We believe reasonable, thoughtful planning and development of potentially the most attractive interchange to Billings would best be served by good old fashioned American competition. Consequently, we are requesting that our property have an opportunity for reasonable access directly to the Shiloh Road connector possibly by an additional right-of-way dedication to the appropriate governmental body or by constructing the connector between our property and our neighbors. By constructing it between us, the neighbor's farm ground also would not be bisected into two small parcels.

Thank you for the opportunity to comment.

Sincerely,

Judith Deines
Judy Deines
Donna Pippin
Donna Pippin

Jo Ann Coburn
Jo Ann Coburn
Teresa Fuchs
Teresa Fuchs

LETTER AND
COMMENT

RESPONSE

16-1 See response to comment 11-2.

16-1 Access to Interstate 90, the I-90 ramps, and to the crossroad from its connection with the South Frontage Road to approximately 300 ft. beyond the north ramp intersection will be prohibited. The Department will allow limited access to the crossroad and frontage road from parcels directly adjacent to those roadways. As the parcel in question does not directly abut any project roadways, no access points connecting to the parcel are being considered at this time.

Requests for access to the crossroad and frontage road from adjacent parcels will be evaluated considering their impact on the safety and capacity of the roadways. Because the number of approaches will be relatively low and the size of adjacent parcels is relatively large, it is likely that street networks will be developed within adjacent parcels. It may be possible to gain access to the crossroad indirectly through these street networks developed in adjacent parcels. Private negotiations between landowners would be required to obtain an easement or to coordinate efforts in the form of an access request.

16-1

L17

FLYNN CO. INC.
1000 Shiloh Overpass Road
Billings, MT 59106

August 21, 1992

David S. Johnson, P.E.
Precost/Construction Engineer
Montana Department of Highways
2701 Prospect Avenue
Helena, MT 59620

Re: Shiloh Road Interchange
IR 90-8(114)443

Dear Sir:

17-1 We are aware the MDH and HKM appear to prefer the Alt. D site. However, we are still convinced that Alt. C is superior in many ways. Almost all parties who have been working for the interchange since 1969 have been envisioning a structure that would connect Shiloh Road and Wise Lane. We are enclosing a revised plan for Alt. C that eliminates the diamond type configuration. This plan has the following advantages:

1. Very little right-of-way needed
2. Shorter construction time
3. Shorter travel time — everything we read says Alt. D is 1/2 mile east. In reality it would be 1 mile, making at least an additional 2 miles for people in the access area headed to or from the west.
4. Practically everyone in the project access area would use interchange via the Neibauer Alt. which is much more direct than to Alt. D.
5. Dollar cost will be much less than for any other site.
6. Fuel saved over life of structure would be millions of barrels.

We are sorry we missed the public meeting as we would have been voting for Alt. C. We feel most of the people for D have a personal interest and are not considering the important factors. We do favor immediate construction of the "Gabel Rd Ext" (N Frontage Road), spending some money there would relieve traffic problems further north and improve interchange access.

Yours truly,

Francis L. Flynn
Francis L. Flynn

LETTER AND
COMMENT

RESPONSE

17-1 The "Shiloh Road Interchange" became the name of the project due to the existence of the Shiloh Road overpass and the resulting assumption that this location would therefore be the best place for a future interchange. Detailed studies performed as a part of this stage of the project have compared an interchange associated with the existing overpass (Alternative C) with alternatives to the west (A and B) and east (D). Considering the many factors defined in the environmental document Alternative D has been shown to be the best interchange location.

17-2 The downsized interchange layout shown on the sketch is not acceptable from a number of points:

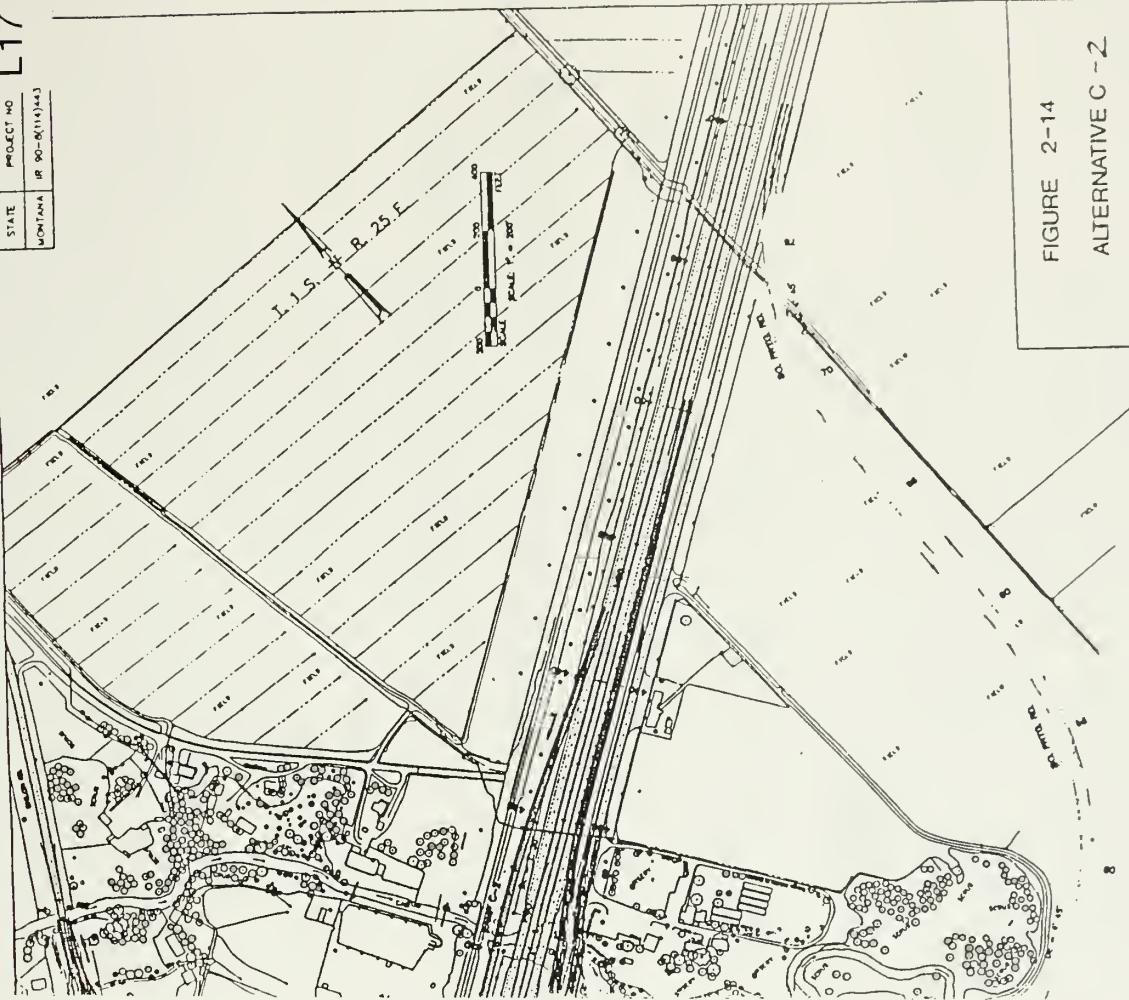
- Ramp terminal separation distance extremely deficient.
- Additional intersection between south ramp terminals and Frontage Road.
- Access should be restricted between south ramp terminals and Frontage Road.

- Geometry of crossroad between south ramp terminal and Frontage Road is too restrictive in terms of design speed and the ability of the C-70 design vehicle to negotiate the curves.

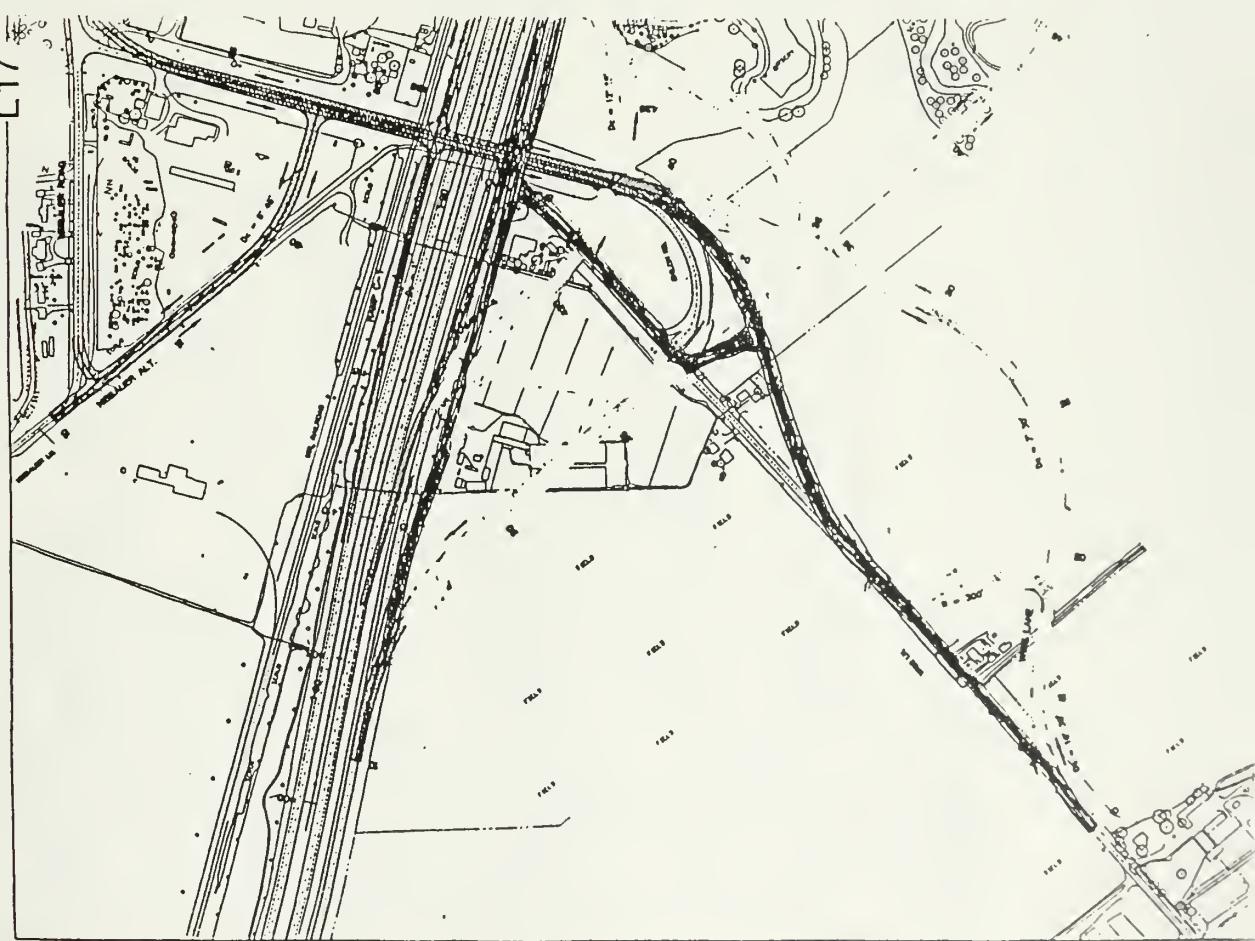
Established design criteria cannot be compromised without a corresponding compromise in the safety and efficiency of the interchange.

L 17

STATE	PROJECT NO
MONTANA	IR 90-86(114)443



L 17



Frank H. Gable
2400 State Street, Mont 59101

Aug 31 - 92

Dear Jim,

I looked through the book you sent to us, of area interchanges including Shiloh Interchange. The one that I thought would take care of the people of Billings and surrounding communities is the Rock Creek interchange. In recent we picked it as because there is that area have already been subdivided to access On the Rock Creek road more and more people are moving into that area - including south of the Rock Creek bridge. The bridge was just finished this summer. A way for that area would be a great help in bringing children from North - South - all directions to the Canyon Creek School.

I don't believe we should use very valuable farmland like this is east of the Shiloh road. I am also against interchange D - because it is too close to Ring Ave - interchange. It would be only $1\frac{1}{2}$ mile apart.

I do think there should be more time taken - more research on the selection of the interchange - By doing that I know it would save the state and taxpayer a lot of money - also look into all the ditch you have two contend with - on the Shiloh interchange. At least 5 ditches or so are involved - I hand you Floyd - this letter for

L18

LETTER AND
COMMENT

RESPONSE

18-1 See response to comment 6-1.

18-2 See response to comment 13-1.

18-3 The need for an interchange in this general vicinity has been identified since 1969. The detailed studies used for the preparation of this environmental document were initiated in March of 1988. All reasonable alternatives that satisfy the purpose and need for the project have been appropriately addressed.

18-4 See response to comment 10-3.

2/28
GE

**Montana Department
of
Fish, Wildlife & Parks**



L 19

LETTER AND
-COMMENT-

RESPONSE

19-1

In accordance with regulatory requirements, development of Alternative C would require additional coordination with the Montana Department of Fish, Wildlife & Parks. No additional coordination would be required for the development of Alternative D.

David A. Johnson, P.E.
Preconstruction Engineer
Montana Department of Highways
2701 Prospect Avenue
Helena, MT 59620

Dear Mr. Johnson:

I have reviewed your DEIS for the Shiloh Interchange [IR 90-8 (114)443]. Please note that in addition to the permits listed on page 159, MDT will need a Stream Protection Act Permit from our Department where construction will involve the bed or banks of Canyon Creek.

19-1

Sincerely,

Jim Darling
Regional Fisheries Mgr.

JD/pk

August 22, 1902

L20

Dear Sir:

On August 12, 1902 a meeting was held in Billings, Montana, in regard to the Shiloh Road Interchange Plan A, not on the project board. This Plan A would connect to the South onto Duck Creek Road. The Carbon Creek School could be fenced. The people south of Interstate, on Danford Ave., Susanna, Lauzon, Kutzman Lane, Story Road, Audio Road, Dustin Drive, etc. Duck Creek Road crosses the Yellowstone River Bridge giving more access to River road to Laurel, Fritz Rd. to Billings, and south to Pryan, etc. To the North, people living on Danford Dr. 48th street S.W., 56th St. ect. could come directly to Plan A Interchange. From Grand Ave. 48th street could be a non stop to the Shiloh Road or 40th Street could be connected to this Interchange. Shiloh Road has a 45 M. P. H. restricted speed, stop sign at King Ave., Central Ave., Grand Ave., Rimrock Rd.

Please consider the people in these areas.

Inclosed are some signatures of only a few of the residents in this area. More signatures could be obtained.

Thank You

Eugene J. West
35th Duck Creek Rd.
Billings, Mont.
59101-6169

LETTER AND
COMMENT

RESPONSE

20-1 See response to comment 6-1.

20-1

20-1 See response to comment 6-1.

